



Official and Classified ADVERTISEMENTS

Continued from Page 15

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WANTED marine engines, particularly 10-40hp, air or water cooled, cash paid, we collect. Severn City Boat, Blackpool Wharf, Worcester, telephone: 0905 64474.

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WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tel: 54 High Street, Fraserburgh, tel: 2280.

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SEA SURVEYS, 26 North Road, Bristol BS6 6AD. Prompt professional surveys and valuations. Stability books made up to DTT approval according to new regulations. All types, anywhere. Bristol 45822 (24 hours).

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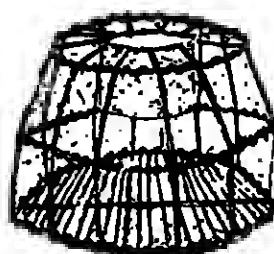
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PLASTIC-COATED metal-meshed lobster/crabs pot. Very strong. Several types or made to your design at competitive prices. Also pot bottoms, grapple, rubber strip, etc. Write or phone for catalogue.

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120 fms. (approx.) Cais
6mm dia. @ £4.30 each
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Cable paid UK Mainland only
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Prices include 8% VAT. Cash with order.

LONGFORD ROPES
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SLICK THREAT TO FISH STOCKS

THE blow-out of oil and gas at Brava platform, in the Norwegian Ekufiak field, could cause contamination which would ruin North Sea fishing grounds.

The vital white fish and herring spawning grounds off the north-east coast of Britain, and off the Dutch and Scandinavian coasts, depend on the microscopic marine life which is part of the food chain.

Detergents

If this chain is disrupted by concentrations of oil or detergents used to break up the huge oil slicks caused by the blow-out, the population of the North Sea grounds would be greatly reduced.

The Danish Government has already urged Phillips Petroleum's Norwegian operation and the British Government not to use chemical dispersants because of the danger to fish stocks.

Meanwhile, as ships tried to contain and scoop up the floating oil this week, attempts by the American team to plug the blow-out continued.

Flu ship air-lift

A CREWMAN on the Grimsby trawler *Lord Jellicoe* was air-lifted to Aberdeen City Hospital Friday with suspected pneumonia.

George Nicholson, cook, was taken off a vessel headed for Grimsby after a flu-type virus was found in the blood of another crew member, also from pneumonia, on a ship trip.

Medical authorities in Kirkcaldy, Scotland, declared the crew fit to return home and way up 190 miles from Aberdeen. Nicholson was taken to Grimsby last Saturday, although he was still in a hospital bed when he was taken to Grimsby.

CALSTOCK Marine Ltd. is holding an air-lift weekend on June 25 to show craft and equipment from a variety of sources. Their yard is in the Valley at Calstock, Cornwall.

VOLVO PENTA

THE DIESEL THAT LIVES UP TO ITS REPUTATION
75hp-224hp

May 6, 1977

No. 3226

Est. 1913

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SCOTS TO MARCH ON BRUSSELS

AS THE EEC Council of Ministers meets in Brussels on May 16 it will face a massive protest from Scottish fishermen to back their claims for a 50-mile exclusive limit. The protest was being organised by the Scottish Fishermen's Federation as a complementary action to the moves being made on Humberside to send trawlers to London.

Now plans for the trawler demonstration have been cancelled. Chartered aircraft are to be used to take the fishermen to Brussels and it is expected that the protest group will represent all the Scottish regions. It is hoped that the EEC will set the pattern for the future," he added.

The practical problems involved in getting Scottish boats to sail all the way to London, as proposed by the British Fishing Federation, have resulted in the decision to fly direct to Brussels.

Without the backing of the Scots, the move to get trawlers to sail up the Humber had lost a lot of its impact.

The Transport and General Workers' Union had come out firmly against sending an armada to Westminster. The union is annoyed that it was not consulted by the BFF and other fishing organisations.

A union spokesman told *Fishing News*:

"The day that the John R. agency at Grimsby celebrated its 25th year in business is a pair team sat a new record. Frances Boyen and Margaret Boyen made 1749 on Tuesday. They had 1,377 kits.

He has waited three weeks in Norway and now had to go back for repairs to the refrigeration plant, meaning more lost time.

Peder Huse was unloaded just ahead of *Labrador* (M-3-6). Her captain, Kjell Erik, landed about 510 tons - mostly of interrelated cod fillets packed four x 10 lb, plus 182 tons of mael to Chaldur Ltd.

Finally, the dockers tackled 525 tons of fillets from *Orla Birling* (M-101-AK). Captain Arne Roberg landed his catch to Norbit and said the strike had only lost him one week.

Volstad Viking (M-1-A), landing to *Ross Group*, was lost to clear. Captain Arnold Sandalvold told *Fishing News* his two-year-old command

Fishing News: "We are instructing our members on Humberside that they should not sail in any vessel connected with the demonstration."

However, most of the trawlermen who spoke to *Fishing News* at Grimsby last weekend said that they were prepared to defy the union and man the trawlers if the owners were still prepared to make them available.

With the EEC's proposals for a revision of the Common Fisheries Policy expected to be made known this week, these could launch a whole spate of demonstrations right across the fishing industry.

EEC CHIEF AT HULL

EEC Commissioner Flon Gundelach is due to appear in Hull today (Friday) where he is to address a conference on the future of the European Fishing Industry organised by Hull City Council.

This will be the first opportunity for many British fishermen to confront Mr. Gundelach with their problems and they are being joined by other fishermen from Europe.

Negotiations to get Mr. Gundelach to appear have been termed as 'delicate' and there was scepticism in the industry this week as to whether he would actually turn up.

With EEC fishing negotiations at a crucial stage, there is no doubt that Mr. Gundelach will be in for a hot time. Humberside fishermen will be mounting pressure on him to get them back into Icelandic waters.

Fishing representatives from France, Ireland, Germany, Holland and Scotland will attend.

The morning session of the conference will deal with conservation zones and fish stocks, chaired by Coun. Harry Lewis, leader of the Hull City Council.

In the afternoon, Mr. John Prascott, labour MP for Hull-North will be chairman of a session dealing with the setting up of a European Fisheries Policy.

The Conference starts at 9.30 a.m. at Hull University.

Herring ban stays

THE EEC fails to make progress on the regulation of herring fishing. Britain reserves the right to take national action.

This was stated by Bruce Millen, Secretary of State for Scotland, in the House of Commons after a failure to agree a decision of fishing from the North Sea to the west coast.

"The North Sea fishing ban has now been extended for one month. We have made some progress in that there will be a meeting on May 16 to deal with herring fishing as a whole, as well as herring fishing off the west coast of Scotland."

Mr. Millen said that the subject should be discussed and the industry went to taken into account because of the danger of fishing from the North Sea to the west coast.

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Imported: 2000 tons of cod

A MONTH-LONG strike by dockers at Grimsby and Immingham commercial docks has held up over 2,000 tons of desperately needed cod fillets from Norwegian factory trawlers on charter to merchants and frozen food producers.

Last week the dockers resumed normal work by discharging four vessels which had spent up to three weeks waiting to bring their fish ashore. Importers hit back at critics who believe non-EEC imports should be abolished as they threaten the livelihoods of local distant water fishermen.

"I have never heard such utter rubbish. It is the politicians who are eufocating the fishing industry at Grimsby," a spokesman for a major importing concern told *Fishing News*.

Net test

from page eight

fathom twin bridle, it was 3.2 metres at two knots reduced to 2.75 metres at three knots.

Adjustments to the groundgear highlighted the great care which must be taken in positioning the two fishing lines as this could impair the ability of the toggles to slide on the wire properly. And although lengthening of the lower bridle by 2 ft. 6 in. gave marginally more height to the headline, the square became badly distorted where it joined the top wings, while lengthening the lower bridle put strain on the headline and reduced the height.

Later, skippers put forward a variety of suggestions for improvements including varying the bridle lengths, working six and four fathoms in chain, abandoning the but-

"You have only to look at the way landings at Hull and Grimsby have shrunk over the past year - and there is worse to come believe me - to realise importing fish is now the only way we can offer a competitively priced product; keep our fish processing factories fully operational and safeguard employment; and above all keep major fishing centres like Grimsby viable."

He went on: "The long and the short of it is that we have been forced into importing through the enormous erosion of locally-caught fish supplies from traditional distant water grounds like Iceland."

"Also, complete disinterest by both major political parties in the fishing industry and the chronic inability of the EEC to arrange any sensible deal with third party countries, like Norway and Iceland, which would give our deep-sea trawlers the chance of fishing up to their full capacities."

Without these fish supplies the FMA fish distribution scheme would not last for very long on the water landings at their present levels.

At a towing speed of three knots the trawl was most impressive and, rigged with twin 8 fathom bridle with a 5 ft. fathometer, there was a wing and spread of 11.2 metres, a door spread of 21.6 metres, warp loads of 1.25 tone and a headline height of 2.9 metres.

At four knots the doors just lifted clear of the 'sea head' and headline height fell to 2.5 metres. Again the skippers came up with more requests for alterations, mainly to the bridle rig which was fully demonstrated on the one-eight scale model.

The tank trials were wound up with a review of the day's work which had also included the demonstration of a pelagic model trawl by the hard-pressed tank operators.

If this collapsed, merchants and trawler owners would have to scale their operations down to almost nothing. It would be the end for Grimsby."

Asked about the size of the imports, he replied that the dockers' strike had condensed four big landings into a short space of time.

"You must remember they are factory trawlers and remain at sea for about three months until they are full up. They do not come to Grimsby more than three or four times in a year," he said. "This fish could quite easily have been sold on the continent, but they have stuck by their agreements even though they are factory trawlers."

Peter McKillop, head of Cosalt's inshore net department, was another busy man, constantly explaining points about the Cosalt nets, and Cosalt's director, Andrew Swan, thanked the visitors for their interest.

Among those on the visit were: Fred Harrison, Don Pearce and John Gardner (A. E. Richardson & Co. Ltd. management); Vic Bruce (Calay Fisheries Ltd. Paterhead management); and skipper Arthur Buchan (Ugicvale II), Derek Brown (Faithful II), Walter Milne (Pulrely (Golden Venture), Phil Scott (Jean Scott), Peter Thimmesen (Tina), Borge Nerup (Leanda), and Francois Wintain (Glenda).

The day's success was summed up by one skipper who said to *Fishing News*: "It's a shame most of the lads are at sea. They must count themselves very unlucky to have missed seeing the tests - it's been a most worthwhile day."

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New blue strength from COSALT

Blue Alloy square head trawling shackles

This new range of high strength Bow and 'D' type shackles incorporate scraw pins made from heat treated chrome moly alloy steel.

The shackles range from 1" to 14" (12.5mm to 32mm dia.) with pin sizes one size heavier. The inside length of the Bow is available from 51mm to 115mm whilst the inside length of the 'D' is from 43mm to 94mm. Safe working loads vary from 2 tons to 12 tons and the proofed is twice the safe working load. In all cases the minimum breaking strength is six times the safe working load.

Shackle Size (inches)	Shackle Size (mm)	Inside Length (mm)	Pin Size (mm)	Safe Working Load (tons)	Proof Load (tons)	Breaking Load (tons)
1"	25.4	51	10	2	4	12
1 1/2"	38.1	76	15	3	6	18
2"	50.8	101	20	4	8	24
2 1/2"	63.5	127	25	6	12	36
3"	76.2	152	30	8	16	48
3 1/2"	88.9	178	35	10	20	60
4"	101.6	203	40	12	24	72
4 1/2"	114.3	229	45	16	32	96
5"	127.0	254	50	20	40	120
5 1/2"	139.7	280	55	24	48	144
6"	152.4	305	60	30	60	180
6 1/2"	165.1	331	65	36	72	216
7"	177.8	356	70	42	84	252
7 1/2"	190.5	382	75	48	96	288
8"	203.2	407	80	56	112	336
8 1/2"	215.9	433	85	64	128	384
9"	228.6	458	90	72	144	432
9 1/2"	241.3	484	95	84	168	504
10"	254.0	509	100	96	192	576
10 1/2"	266.7	535	105	112	224	672
11"	279.4	560	110	128	256	768
11 1/2"	292.1	586	115	144	288	864
12"	304.8	611	120	168	336	1008
12 1/2"	317.5	637	125	192	384	1152
13"	330.2	662	130	216	432	1296
13 1/2"	342.9	688	135	240	480	1440
14"	355.6	713	140	264	528	1584

COSALT

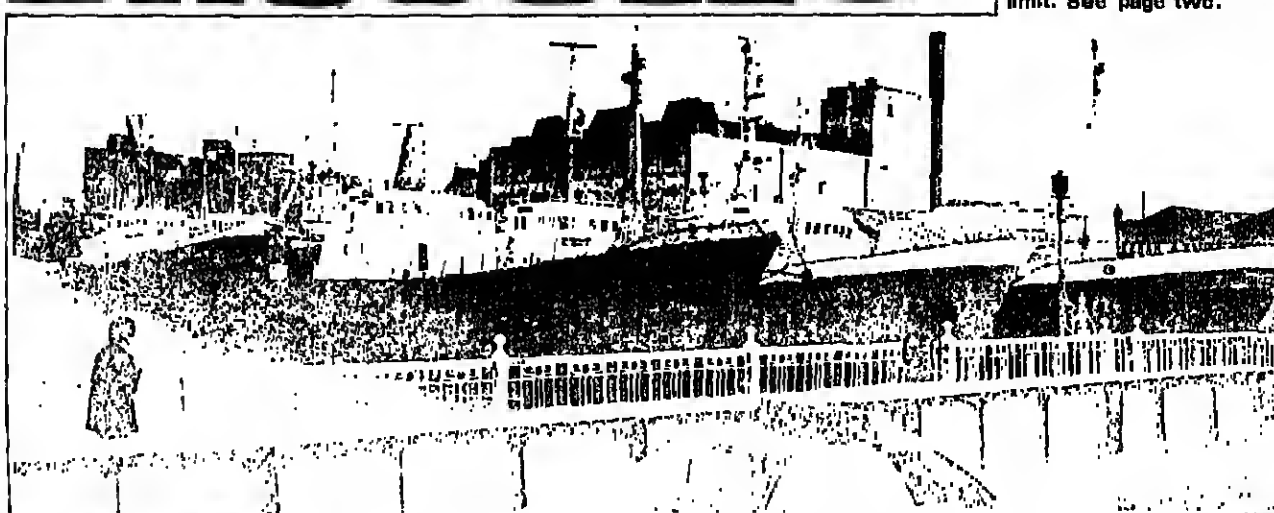
For more information, please contact your local branch representative or Head Office Export Dept.

Cosalt Limited, Fish Dock Road, Grimsby, South Humberside. Telephone: 0472 68881. Telex: 52388.



Come one, come all...

WHEN the Irish Fisheries protection ship *Orinda* arrested a Dutch stern trawler last Friday for fishing inside the country's protected zone, another nine ships sailed in with her to Cork. Now, their skippers are challenging the limit. See page two.



Jap in co 116

Purser owners fined

THE FOUR joint owners of a Scottish purser caught fishing in Cornwall's three-mile limit last November were each fined £50 by Penwith magistrates on Monday.

Andrew Tait and his sons, Andrew, William and Robert, pleaded not guilty as owners of the vessel *Challenge* to using a purse seine net 2.6 miles off Cern Dhu.

The court heard that *Challenge's* skipper, Harry Reid, had already been fined £50 by magistrates at Helston after pleading guilty to fishing within the limits.

Defence solicitor Philip Stephen said that if Cornwall's Sea Fisheries Committee intended prosecuting owners of vessels which contravene by-laws there would be "fear and trepidation from John O'Groats to Lundy End". This would be a bad thing for the fishing industry.

John Brabin, prosecuting for the Cornwall Sea Fisheries Committee, said that *Challenge* was seen fishing 2.6 miles off Cern Dhu by the chief fisheries officer, Broun-dan Tonkin.

When interviewed, Skipper Reid admitted to Mr. Tonkin that he knew nothing about a three-mile limit.

Andrew Tait Jr. told the court that all skippers knew about the three-mile limit and that Mr. Reid had been told as much as possible about fishing in Cornwall.

THE Soviet Union has agreed to pay America almost \$4m. to release a trawler seized for poaching last month. The skipper of a Russian trawler caught inside America's new 300-mile limit was fined £6,000 and given a nine-month suspended jail sentence this week.

Irish free Dutch fleet

TEN DUTCH trawlers arrested for fishing inside Ireland's 50-mile limit last Friday have been released after a £25,000 bond was lodged for each vessel. The case has now been referred to the European Court of Justice.

The District Justice at Cork, Bernard Carroll, decided that matters of European Law should be decided in Europe. He adjourned the case for two weeks while forming a submission to be sent to the European Court.

At the conclusion of the court hearing, the District Justice had said he could not release the Dutch skippers, or their vessels which were subjects of detention orders. But he would consider bail for the crews.

After a three-hour adjournment of the court, during which the matter was referred to the Irish Cabinet, instructions were passed back to the prosecution counsel not to object to the release of the trawlers.

Frank Doyle, secretary of the Irish Fishermen's Organisation, told *Fishing News* that he would not comment on the legal decisions. "But the release of the trawlers was a political solution and politically managed".

Mr Doyle was disappointed that the Government had not taken stronger action, but he was not surprised because they had a weak record when it came to fishing matters.

"It is obvious," said Mr. Doyle, "that the government has no serious intention to enforce the limit".

The basis of the Dutch case was that Ireland had abrogated its rights over fishery limits to the Common Market. The Dutch claimed that this had been done when Ireland signed the articles of accession to the Common Market and accepted the principles in the Treaty of Rome.

That view was not accepted by the Irish Government

The incident began last Friday evening when the Irish Naval vessel *Deirdre* spotted a group of Dutch trawlers 25-miles south of Kinsale, off the Cork coast. Closing on them at about 6 pm the boats were identified as stern trawlers and contacted by radio.

The skipper of *Deirdre*, Lt. Cmdr Michael Murphy, gave a number of chances to the Dutch to haul their gear and leave the limits, but they refused.

The hospital ship *De Hoop* appeared to be in command

of the group and this was confirmed by the other Dutch skippers.

The skipper of *De Hoop* told the Navy that the Dutch intended to continue fishing and would not leave.

The Dutch vessel *Monika*, which earlier this year was involved in a collision with a French trawler 50-miles off Cork in which five French fishermen died, was then arrested.

The naval officer identified her and a number of other vessels as fishing at the time. A boarding party was put on

Monika and nine other Dutch vessels, all over 110ft. in length, were ordered to follow into Cork. *De Hoop* also came along, as did four smaller Dutch trawlers which were not under arrest.

In Cork the vessels berthed two and three abreast along the quay-side. They arrived about 2 am on Saturday and at an early morning court, the Dutch skippers appeared and detention orders were served on their vessels.

Later in the day the skippers were charged with

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SECOND SPANISH PAIR IS NABBED

A CATCH worth only £250 has cost two Spanish skippers about 41 million pesetas (£41,450).

In Shetland court on Monday afternoon Luis Garcia, skipper of *Moreton*, and Pedro Bestarice, skipper of *Rompolas*, both of San Sebastian, admitted fishing illegally 39-miles off the Shetland Island of Foula.

Each was fined £15,000 and their gear worth £11,200 and £250 catch were confiscated. Sheriff Alister MacDonald ordered the two 18-year-old boats to be

detained until fines were paid. If the fines were not paid he has granted warrant for their sale.

There was some confusion in the court after a local solicitor, John Matthews, had intimated a plea of guilty.

It was pointed out that the two men in the dock were not the two who had appeared to answer the charges last Friday.

Mr. Matthews explained that each boat carries two skippers — one in charge of fishing and the other, navigation. There had been a mix-up, but the two in the dock were the two who appeared on the charge sheet.

Donald Meeley, prosecuting, said that Spaniards could fish only for hake and horse mackerel in defined areas off the west coast of Scotland, and could not fish for any species in the Shetland area.

When arrested by HMS *Orkney* they had a catch of dogfish, haddock and cod. For the Spaniards, Mr. Matthews insisted that they had not known about the new British regulations even though two other Spanish skippers were fined £10,000 in that court 18 days earlier.

Sheriff MacDonald refused to accept this excuse and he warned skippers and owners of the penalties his court could impose.

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"These penalties will increase in appropriate cases until the poaching ceases, the legal maximum of 250ft. is reached, and I would point out that if a charge is taken, indictment there is no limit, the fine I can impose."

Life raft rules—MP questions the DoT

TYNEMOUTH'S Tory MP, Mr. N. G. Trolan, asked the Secretary of State for Trade in the Commons on Monday about lifeboats and life rafts.

Mr. Trolan asked "whether" the department's surveyors have refused to issue fishing vessels under their infinite lifeboats (a) and of United Kingdom manufacture and (b) and of foreign manufacture.

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NEWLYN BEAMER'S MAIDEN

AN 87ft. beamer has been added to the Stevenson fleet at Newlyn. She went on her maiden trip from Cornwall on Monday and she is one of a fleet of beamers which could fish off the English west coast.

The beamer, bought in Holland, will be working under her Dutch name of *Aligre* until a new one is chosen.

The 740 bhp craft is believed to be the most expensive boat directly acquired by a private firm in the south-west without grant or loan.

Bill Stevenson and his daughter, Elizabeth, made two trips to Urk to buy the 100-tonner.

"Our aim is to have four beamers," he said. Elizabeth Caroline is now about ready for sea after a refit and is as modern as the new one.

"Already been fishing is Elizabeth Ann Webster, which has set records for the port and whose skipper, David Hooper, is now skipper of the new vessel with a crew of five."

Set-back for £2m aid plea

PLANS to turn the North Shields into one of the world's top fishing ports have been set back because of a change in EEC rules.

It was only when a delegation from Tyne and Wear County Council arrived in Brussels to press for financial aid that it was realised that the regulations for issuing grants had been altered.

Cash aid can now only be given to assist the processing side of industry.

The delegation was pressing for a £2m. grant towards an £8m. project to make North Shields the major fishing base on the east coast. Now it looks as though plans will have to go back to the drawing board.

Officials regarding the set back as temporary, however, two courses of action still appear to be open.

One is to ask the British government to allow the Common Market's Regional Development Fund to be approached; the other is to ask assistance only for the expansion of the processing facilities at the port.

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FISONS TO FARM SALMON

Trip losses too high

"We are not the only company in this situation and nobody can say we have not

His object is to demonstrate the British Parliament's readiness to legislate for a unilateral limit if the EEC negotiations are not successfully concluded.

If this is indeed the outcome, the effects on the whole Scottish herring industry will be disastrous.

Tyler Boat Company Ltd 12-21 Sovereign

Two of the three vessels which the Boston group hoped to continue operating from Grimsby are out of action with mechanical problems. Only *Boston Phantom* is now at sea, while *Boston*

run-down goes ahead, and Boston Phantom, Boston Kestrel (both built for Fleetwood) and Boston Holifax transferring to Fleetwood.

only a few companies which have re-invested in new tonnage in recent years. The firm's situation at Grimsby underlines the very sad state of the distant-water industry in.

Jack Simcox of South
She was at sea for 3
last weekend and brought
catch, mainly soles,
earned £1,017.

This vessel finished both the White Sea and Norwegian coast before returning to port with 1,322 kits, including more than 900 of cod, 200 of flots, 25 of haddocks and 1000 of reds, which sold for

The lehoreatory refunds the costs of postage and the value of the fish.

1



If this is indeed the outcome, the effects on the whole Scottish herring industry will be disastrous.

It is not merely the herring fishermen who will suffer. Thousands of shore workers will find themselves out of work and markets built up and maintained so carefully for generations may be lost forever.

We have seen already how unreliable the forecasts of scientists can be. In 1986 when the Shetland ground were subjected to indiscriminate industrial fishing by a large fleet of Scandinavian vessels, the scientists

Nozzle

e gains

Scallopers collide

IS YOUR ENGINE?

Mon-Reve could not pay out enough, warp to clear *Bucky* with the result that the two boats collided. *Mon-Reve* had to make for Falmouth for repairs to her planking.

The Ministry programme included tests of Norfolk

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the Post Office.

system to be fitted on a GRP vessel, the Southern Comfort.

However, we take this opportunity to say the propeller is designed to run with 10mm. (3in.) clearance between the propeller tip and nozzle inner surface in way of tips.

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DINGLE YARD'S 'SMALL' SEINER

SKIPPER James Murrin of Killybegs, Co. Donegal, is now operating his new 60ft. vessel Sea Eagle, which has been handed over at Dingle by the Irish Sea Fisheries Board.

The new vessel is fitted out for trawling and seining and is the first vessel of her size built by the board for both methods.

It has a Jensen hydraulic combined winch-trawl with two Lössie rope reels.

Powered by a Caterpillar D343 TA marine diesel, driving Bruntons sterngear and a fixed-pitch propeller, the Sea Eagle has a 16ft. beam and speed of 10 knots. She is cervel-built in lroko and native oak with steel masts.

Electrical equipment on board includes Decca Navigator, Elac echo-sounder and Furuno radar. Skipper Murrin began his fishing career in 1967 when he worked as a crewman on the 80ft. Brill. He bought his own boat, the 50ft. Ros Alwin, in 1973.



The Defender can take a close look at a poacher.

CHEAPER LIMITS 'DEFENDER'

A SPECIAL version of the Brittan Norman Islander aircraft called the Defender, developed for maritime patrol work, could be ideal for policing 200-mile limits.

The advantages of using a plane like the Defender are low capital and operating costs, simple maintenance and reliability.

Nimrods used at present in British waters are unnecessarily complex for

the fishery patrol role. The Defender can do a similar job at a slower speed but a much reduced cost.

Fuel costs of the twin-engine Defender work out at around £30 per hour. Capital cost depends a great deal on the equipment fitted, but it would certainly be less than any patrol boat capable of operating out to the 200-mile limit.

Radar and communications equipment can be fitted to meet patrol requirements. Omega or Odeco naviga-

tion equipment can give accurate position-finding, and camera equipment can be used to identify vessels, even at night.

The low speed and height at which the Defender can fly enables special loudspeaker equipment to be used for direct communication. Armaments can be fitted to add force to requests.

The Defender can operate from short airstrips, maximum speed is 180mph and endurance can be extended to 15 hours. The high wing

means good visibility for searching and survival equipment can be carried.

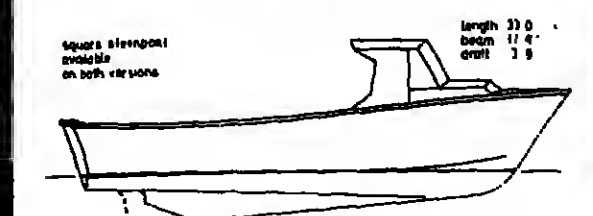
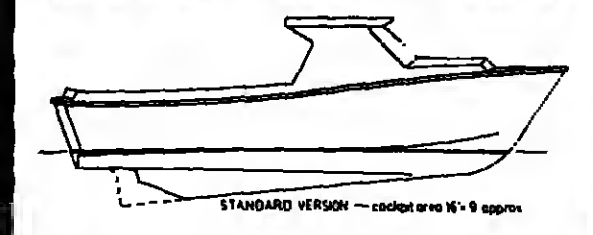
Perhaps the British government should be thinking in terms of simple planes like this to protect our fish. But, such is the complexity of military equipment these days, anything which reverts to a simple approach looks too good to be true.

Will it be left to other Governments to try the Defender for fishery protection duties.

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FISH PLANT REPORT DUE

A NEW FISH processing factory planned for Dartmouth, South Devon, could provide up to 60 new jobs as well as boost the mackerel industry, it was revealed on Thursday last week.

Miss Brenda Breakwell, chairman of South Hams District Council who is behind the scheme, along with the former Mayor of Dartmouth Brian Goss, and two other associates, said that a feasibility study being undertaken by the White Fish Authority should be completed very soon.

The results of this would enable the consortium to decide whether or not to go ahead with the scheme.

Planning permission was approved for the change of use of woodworking premises at Jawbone Hill to be used for the processing factory, but health officials stepped in to

say that the buildings were not suitable for food.

South Hams planners have now agreed to the demolition of the buildings and the erection of a new purpose-built factory on the site.

The decision, however, may be challenged by the Devon County Council, because the site is within an area of coastal protection.

It is hoped to open the factory which would barrel mackerel for export, smoke mackerel for the home market and can mackerel for both home and abroad.

It is hoped the factory can open this coming October for the next mackerel season.

New Danish boat brings in sandeels

A SIX-MONTH-OLD Danish steel stern trawler created a good deal of interest at Grimsby last week when she landed a 98-ton shot of sandeels.

Idelfix (E 749) was built at the relatively new Ebbwerg yard of Carl B. Hoffmann as a multi-role vessel capable of industrial or white fishing.

In 1976 the yard built the highly-successful Christine Nielsen (GY 298) which Skipper Cliff Ellis is operating so successfully from North Shields. And this was one of the reasons why

the five-man accommodation, messroom, shower, toilet and galley are conveniently located forward, beneath the wheelhouse, where navigation aids and electronic equipment include a Decca Mk-21 Navigator and 360° track platter, Scun-Stearing hydraulic steering, JMF-2001 echo sounder, OIKI-NX5 Single II radar, Piro Batur electronic auto-alarm system, 'Sailor' RT105 and 'T121' transceiver and 'Sailor' RT 144 vhf.

Of all-welded steel construction, the 83-ton and 72ft. long vessel is powered by Caterpillar D34 main engine of 360 bhp, with a 16.25 bhp ST226M Lister auxiliary.

The five-man accommoda-



Net drum

The main Nrelau four-drum which is situated at wheelhouse level, overlooking the main deck, and there is a net drum just forward of the off centre stern ramp. The winch and drum era hydraulically controlled.

Skipper Hensen told Fishing News he is very pleased with the way Idelfix is performing.

He was working sandeels about 60 miles north east of the Humber, on the edge of the Dogger Banks, and this was why he had brought his new command into Grimsby for the first time.

However, he was not so happy about the 240 per ton price presently fixed by the local fish meal factory. He said sandeels were making 265 per ton back home in Denmark.

Nevertheless, because of the closeness of the port to the fish, he would probably be

Left: Idelfix has an offset stern ramp and a net drum. The six-month-old craft landed 98 tons of sandeels at the port last week.



Drifter for Yarmouth

YARMOUTH now has an inshore vessel working from the port full-time.

Percy Field of Gorleston has recently bought the 50ft. and 23-ton wooden-hulled vessel Alida and hopes to prove that it is still possible for inshore fishermen to earn a full-time living from the port.

She is expected to use drift nets for herring and mackerel, and long lines for white fish, possibly concentrating on skate and dogs.

Alida will be skippered by Richard Luckin, and both he and Percy Field hope she will find success with drift nets on the traditional East Anglin grounds such as Smith's (Knoll), Hammond's (Knoll) and Herty Knoll.

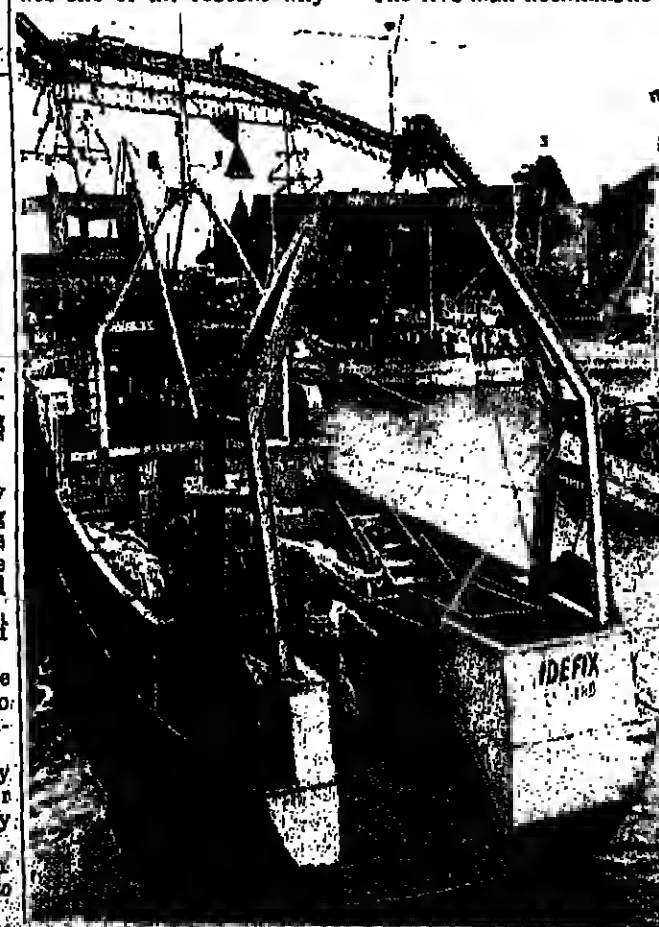
She will be drifting for herring in the North Sea during the Autumn 'providing that there is no ban in force', said Mr. Field.

Alida was built at Whitty in 1958 for the Seavag Fishing Co., of that port, as the Stakesby Rose. In the early 1970s she was renamed Alida T and, some time later, was sold to Harry Allday of Barmouth.

A few years ago she was sold again, this time to Archibald Menly of 'Bemburgh, Isle of Wight.

Since Percy Field recently bought her, and renamed her Alida, she has had a rent by Newsons of Oulton Broad.

Her Whitty registry (NY 120) has now been changed to YH 225.



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Wet fish label law
THE Department of Prices and Protection is now draft order price labelling for pre-packed fish at the shops.

John Freese, State for Prices and Protection, said this in the day when the Government is considering the possibility of a general price control.

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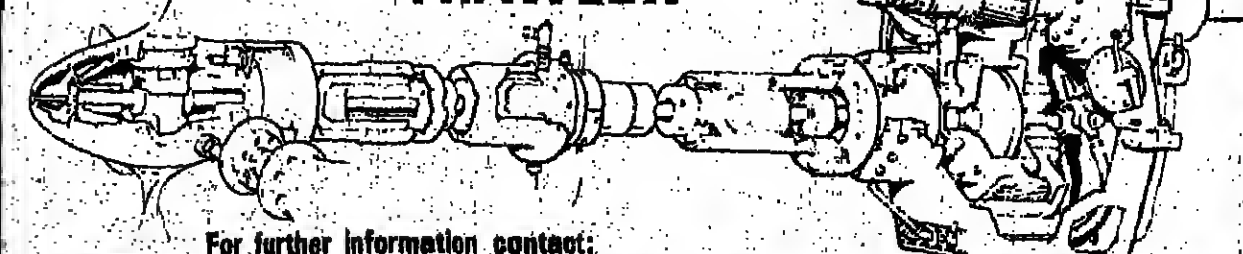
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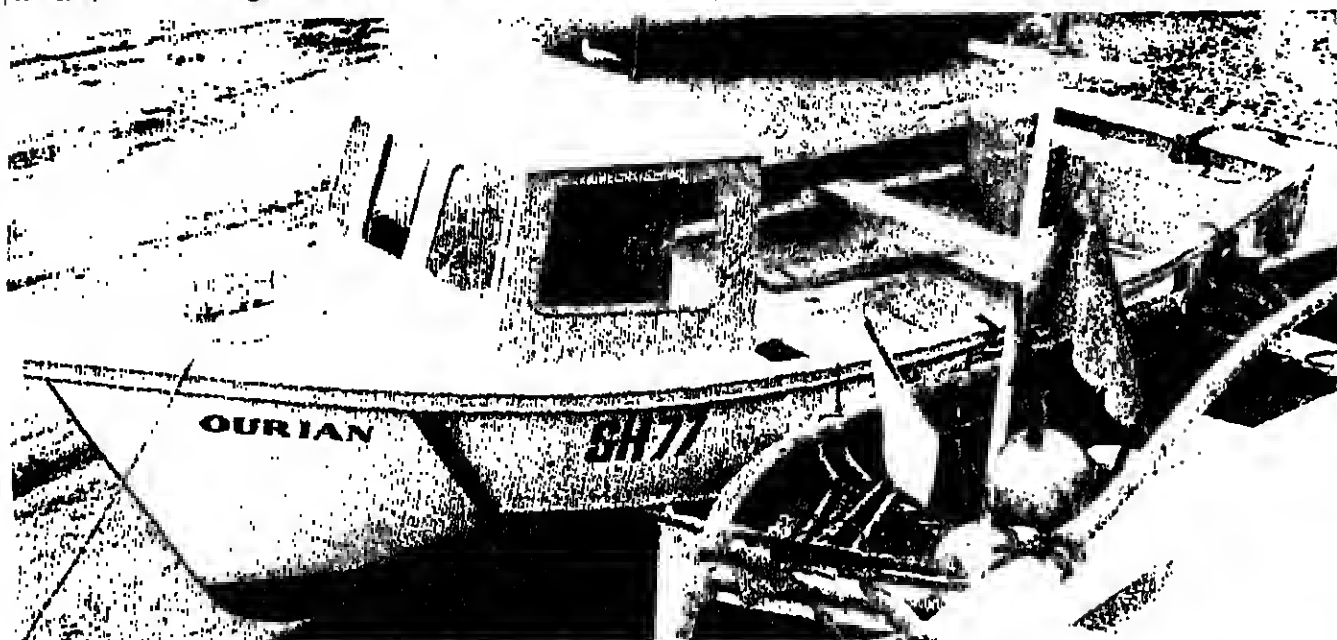
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SMALL BOAT ROUND-UP



Above and below: two views of the new 24-footer *Our Ian* which Scarborough fisherman, Alan Roberts, will work single-handed. She is based on the Saltram 24 GRP hull.



New firm to mould 35ft. GRP hull

A FIRM has been set-up in Scarborough to mould and fit out GRP boats.

Already, a mould for a 35ft. GRP hull has been made and a 24-footer, based on a bought-in hull, has been completed.

The firm, Scarborough Boats Ltd., will be moulding the 35ft. hull which has a beam of 12ft. 6in. It is of round bilge form, with a transom stern and slightly raked bow.

Scarborough boatbuilder, John Sheeder, said that there is a need in the north of England for a moulder of GRP hulls as most of the existing firms are in the south of England or north of Scotland.

The hull has mainly been designed for trawling and hosts will have a minimum draft of 4 ft. 6 in. It is a genuine fishing boat hull, John Sheeder said, and was not designed as a compromise.

It is based on modern Scottish boat hulls and has been designed after a close look at the GRP hulls at present on offer in the UK.

The yard aims to have basic 35-footers available at a price of around £17,000, complete with 108 hp Ford diesel, hydraulic steering, electric, fitted out accommodation and choice of forward or aft wheelhouse.

Wheelhouses and whale-backs will be moulded in

GRP, and it is part of the yard's plans to offer propulsion nozzles to increase towing power.

A model of the 35-footer will be shown on the North Sea Winches stand at the Humberide fishing exhibition next month. The model is expected to be complete with a mini North Sea Winches trawl winch.

Mr. Sheeder, who served his apprenticeship with a Scarborough boatyard, has returned to boatbuilding after spending a number of years in the house building trade.

The yard has just completed a Saltram 24 hull for local fisherman, Alan Roberts. Named *Our Ian*, she is only the third GRP vessel to join the local fleet.

Mr. Sheeder, who served his apprenticeship with a Scarborough boatyard, has returned to boatbuilding after spending a number of years in the house building trade.

With a length of 24ft. and beam of 8ft. 6in., *Our Ian* has round bilges and a transom stern. Her layout has been designed for single-handed operation. She is arranged for trammel netting and crab and lobster fishing, and the deck space is well utilised.

A small wheelhouse and

the engine are placed forward to give a clear well deck some 14ft. long.

Tremmel nets will be carried in a bin placed aft and, when being set, they will pay themselves out over the transom stern as the boat steams ahead.

About 240 fathoms of tremmel net will be worked and these will be set in two or three lengths among rocks where they will catch cod. The boat should be able to carry 80 to 90 pots comfortably when fishing for crabs and lobsters.

The GRP hull arrived from the Plymouth firm of Saltram Developments bare, but with wooden floors already fitted in.

At Scarborough an iroko keel and elm drafts were through-bolted with galvanised fastenings, and elm and iroko rubbing strakes were fitted at suitable intervals around the outside of the hull.

Other wooden framing includes an iroko inwale and gunwale, plus a deck of sheathing ply is fitted on top of the floor. The decking in the welldeck is coated with GRP along the sides to give the hull extra strength along the water line.

A removable wooden thwart is fitted in the welldeck and the wheelhouse is of marine ply set into a

Yard's first 25-footer

THE FIRST completed GRP Treeve Marine 'DS 25' type fishing boat has been launched at Hayle, Cornwall. The hull was designed by Denis Swire of Porthleven and features full round bilges, transom stern and raked stem.

Draught is light — only 2ft. 6in. — as this allows the vessel to be operated from shallow, drying harbours. A generous beam of 8ft. 9in. gives a large deck area for a vessel of this size which has primarily been designed for single-handed operation.

Fishermen will have an opportunity of seeing the firm's 25-footer, and its 15-footer, at the Hull fishing show in June. Also, a 19-footer is planned.

The new boat, *Lona M*, is fitted with a forward wheelhouse of iroko and mahogany marine ply. The only electric nill is a Ferrograph G240 Sounder, which is wired to a Dynaplate earth plate in canopy with White Fish Authority

loadbuilding specifications. The power unit, a 1402WV2MGR2 diesel rated 29.5 hp at 2,200 rpm, is mounted well forward of just aft of the wheelhouse. The engine has a Lister speed control, manual gearbox and a stern gear is fitted.

A Seswinch combi hauler is driven by a power take-off, which is housed in the stern gear. The boat is going hauler is mounted on a port by road. The wheelhouse has a Gorman's main side and a davis with lobsters and the sided block assists in either permitting, puts inboard. A GRP deck to continue up to section is fitted in way of hauling area and an on strings of 20 tuzzen is stepped aft.

He has been fishing since he left school 10 years ago. Newquay and Aberystwyth lobstermen have agreed to work a maximum of 400 pots per boat as a conservation measure, he said. Fishing in the area has slowly declined and the local realises that, if they put more gear to sea to

boat their catch, further stock depletion is inevitable. Once afloat, it was apparent *Lona M* was down by the head, due to the engine being further forward than in the prototype. This is easily rectified by ballast.

At approaching £9,000, *Lona M* is competitively

priced, well finished and strongly constructed to WFA specifications. The yard has a healthy order book and its next craft is a 25ft. potter-angler for Guernsey. Hull mouldings, complete with frames, are priced around £1,450, but first-

ratardant resin, engine beds and bulkheads increase the cost to £2,034. The firm's Gery Mitchell-designed 15ft. cove open launch is selling well. Three have been sold to Penberth Cove, Cornwall, and a further two are for boss fishing at Hayle and St. Ives.

Above left: *Lona M*, the first Treeve Marine 'DS 25' fishing vessel completed by Treeve Marine which was formed last June. The firm has recently taken on more staff to increase production.

Above right: *Lona M* in the water at Hayle, Cornwall, soon after her launch by Miss Cornwall. She was originally designed for the Porthleven Shipyard.

VESSELS REVIEW

COBLES ARE COMING

DEMAND for cobles among north-east coast inshore fishermen is so strong that in just two years one firm has built five cobles and almost completed a sixth.

Another cable is on order at the firm, Scarborough Marine Engineers Ltd., and it has had a lot of enquiries for further similar vessels.

The cable mending completion is for Scarborough fisherman, Mr. J. Reveley, and continues of the craft agree that she has very attractive lines and has been built to a high standard of craftsmanship.

With an overall length of 35ft. and beam, 10ft. 6in., she is of traditional Yorkshire cable design with a transom stern. She will be equipped to work long-lines, trammel nets and crab and lobster pots.

The cable will be powered by a Gardner 6LW diesel engine developing 72 hp at 1,300 rpm which will turn a 22 in. diameter propeller by direct drive.

Gear handling equipment will comprise an Autoline pot and line hauler from the Scarborough-based firm of

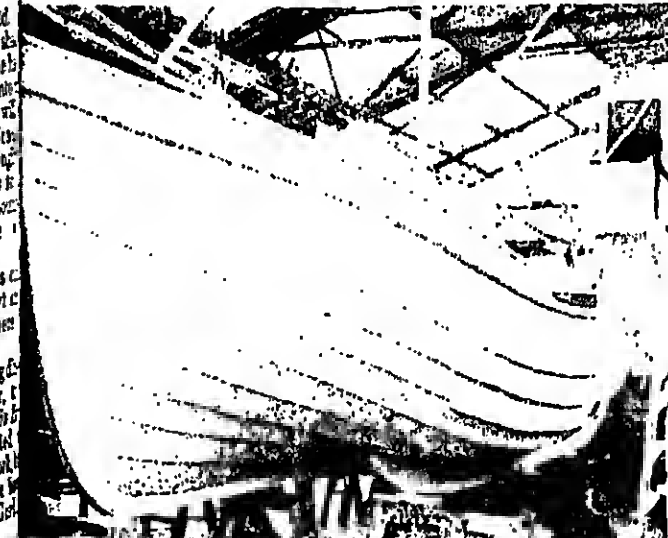
North Sea Winches Ltd. This has a grooved drum allowing pot ropes to be hoisted in and fed down into the boat automatically. It is powered by a hydraulic pump driven off the engine. Other equipment includes a Furuno echosounder and a Seavoice radio telephone.

When this vessel is completed, work will start on a 35ft. cable for owner, Harlepool.

The yard's managing director, Harold Parker, told *Fishing News* that his originally concentrated on marine engineering work in 1959 took over the building yard of G. Armstrong Marine.

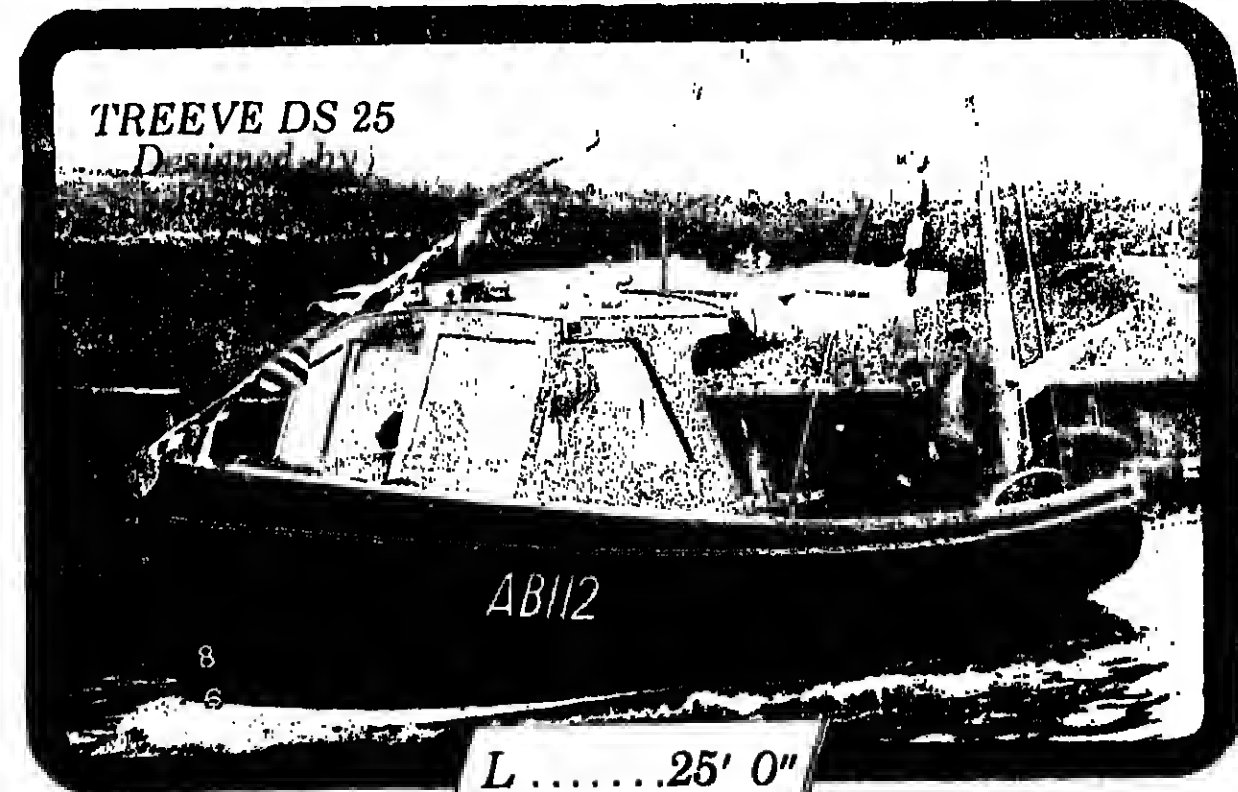
For the next few years, firm was kept busy repairing and re-engineering. Early in 1975 it was built a 27ft. double-

Three cobles from Treeve Marine Engineers Ltd. are shown: right: a 35-footer, Mr. J. Reveley of Scarborough; middle: the 30ft. *Lona M*; left: the 27ft. *Opportunity*, powered by an engine.



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Trammel haulers at Hull show

TWO NET HAULER are the latest products in the popular range of gear-handling machinery being made by the Scarborough firm of North Sea Winches Ltd.

Suitable for vessels under 40ft., the hauler has been introduced to meet the needs of the growing number of inshore fishermen working trammel nets.

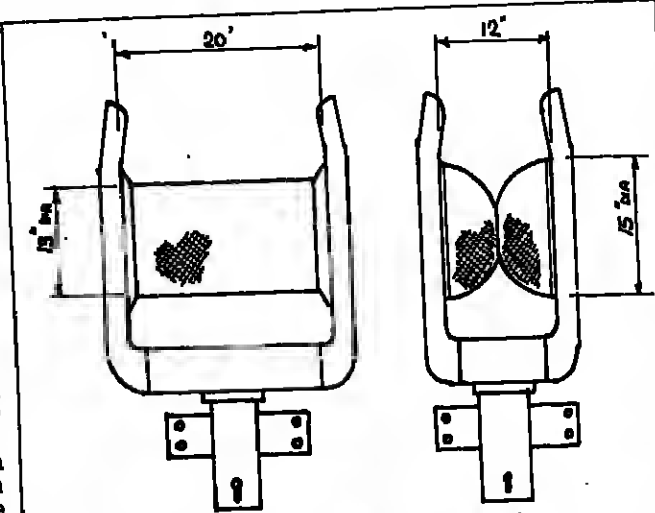
These nets are becoming well-established as a successor to the traditional baited long-lines for catching white fish off the north-east coast of England. Last winter the nets produced some really good catches of cod which earned high prices (*Fishing News*, April 29).

Already, North Sea Winches has orders for seven of its new haulers and the first will be fitted to a Whitby cobbler within the next few weeks.

Fabricated from lightweight galvanneal steel for strength, the hauler has a flat or inverted dish drum covered with A65 quality synthetic rubber neoprene.

There are two sizes: the Model 250, with a 500 lb. pull, and the Model 300 with a 1,000 lb. pull, have hauling speeds of up to 100 ft. per minute.

A swivel base pin allows the head of the hauler to be swung inboard or removed



North Sea Winches' Model 300 trammel hauler.

from its mounting bracket. The hydraulic drive is carried through heavy-duty bearings and is sealed for protection. And forward, reverse and speed controls can be mounted either on or adjacent to the hauler.

Hydraulic power for the net hauler is provided by a

Winch now in production

THE PENRYN, Cornwall, firm of Spencer-Carter Hydraulics has recently produced the first of its new range of one and 1½-ton trawl winches.

Their most striking feature is the complete enclosure of

the pump unit housed on the well-proven design, not used for the North Sea Winches range of winches and pot haulers.

The units are able to accommodate any type of belt drive or direct drive, and are available with a power take-off clutch and for hand rotation.

Complete with pump unit, the Model 250 net hauler costs £650 and the Model 300 sells at £975.

The hauler is designed to be interchangeable with other gear-handling units from North Sea Winches and, for example, can be driven from the same pump which powers the pot hauler.

A number of fishermen who already have North Sea Winches equipment on their vessels have ordered the net hauler. Cost of the Model 250 without the pump unit is reduced to £475 and the 300, £750.

North Sea Winches will be showing the new net hauler, together with the firm's other equipment, at the Catch '77 show at Hull in June.

SIoux MAY BE RAISED

ATTEMPTS are to be made to raise the Grimsby multi-purpose barge *Sioux* which sank off the Humber-side in March with the loss of her skipper.

The all-welded steel 74-footer has been sold as a wreck to C. Dive Ltd., a subsidiary of Jim Marine Ltd. of North Shields, and the firm began operations to locate *Sioux* at the end of last week.

Initially, C. Dive is using echo-sounding equipment on

a converted anchor-sinker also called *C. Dive*, to locate *Sioux* which sank in water believed to be no deeper than 12 fathoms.

The North Shields company, which specialises in this sort of work, believes there is a very good chance of putting *Sioux* back afloat again — provided she is not badly damaged.

Otherwise, the one-year-old stern trawler would be scrap.

Once the wreck of *Sioux* has been positively identified, divers will go down to assess the damage and the best method of saving the vessel.

The company has decided whether it will be to call in a lifting barge or modern buoyancy techniques.

Earlier Tom Sleight (S) Ltd., which agents the Grimsby-based Delphi Fishing Co., said it considered a salvage operation.

It had, however, decided it was uneconomic to try to raise the vessel.

Mr. Bolt did not agree that there is as much herring about as fishermen say and, although our fishermen will only take herring for human consumption, there is danger that other species may be plundered by the immature fish. This should not be allowed.

Dr. Dean was pessimistic about a bigger quote. We may have to accept a North Sea closure for two years, he said, but this would give Britain time to fight for an exclusive 50-mile limit if we fail to get it straight away.

Dr. Dean said that some 50,000 tons of herring should be landed this year by British vessels working the Clyde, the Isle of Man and the Minches.

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WIDE LIMIT WILL SAVE HERRING

WITH AN exclusive 50-mile limit it would take five to ten years to restore UK herring stocks. Once this happens, our fishermen will regulate catching to allow the stocks to build up.

This was stated by Herring Industry Board chairman, Dr. W. J. Lyon Dean, at a press conference held in Fraserburgh on Friday.

Mr. Bolt said processors could handle twice as much this year as they are likely to get from British sources.

Skipper Slater said that mackerel and sprats would be the mainstay for his new boat because of present herring fishing restrictions.

Saying she is the 'queen of the herring fleet', Dr. Dean asked Skipper Slater why he had bought such a large boat when scientists say North Sea herring stocks are in danger? Also there is a possibility of a two-year North Sea herring ban.

Skipper Slater replied that about 20 per cent of herring caught by British boats is spoiled when it reaches the processor. For this reason he has bought a vessel fitted with refrigerated seawater tanks to cut wastage.

Fishermen do not agree with the scientists and think that there is now more herring in the North Sea than there has been for five or six years, he said.

The scientists never go to see with the herring boats so how can they know?

Skipper Slater said that British fishermen want a bigger herring quota in the North Sea and that they were the only people sticking to the quota last year.

Also Bolt, chairman of the Herring Buyers' Association, said processors want a healthy North Sea stock, with the bulk of it in British hands.

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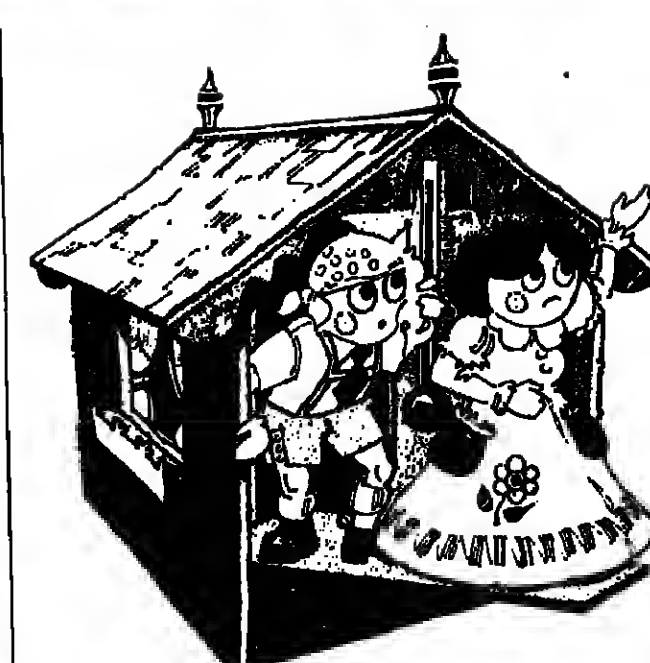
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Speed range is 12-60 rpm giving a full-drum hauling rate of 200 ft. per minute. Empty drum rate is about 75 ft. per minute.

The winch is supplied complete with a 10-gallon hydraulic reservoir, return line oil filter (spin-on cartridge), fixed delivery pump and clutch unit. This pump is usually pulley driven at a 1:1 ratio, requiring 18-20 hp from the main engine on maximum load. The required flow rate of 20 gallons per minute is achieved at 1,000 rpm.

Overall dimensions are: height 34in., width 32in., and length 65in. Bed plate dimensions are 51in. by 20 in. A three-stage paint process

While *Ship* was under construction an order for a 30ft. transom sterned cobbler was placed by Fley fisherman, Mr. E. G. Jenkinson. Fitted with a small wheelhouse, this cobbler is named *Research 'A'* and is powered by an 80 hp Delta Polaris diesel engine.

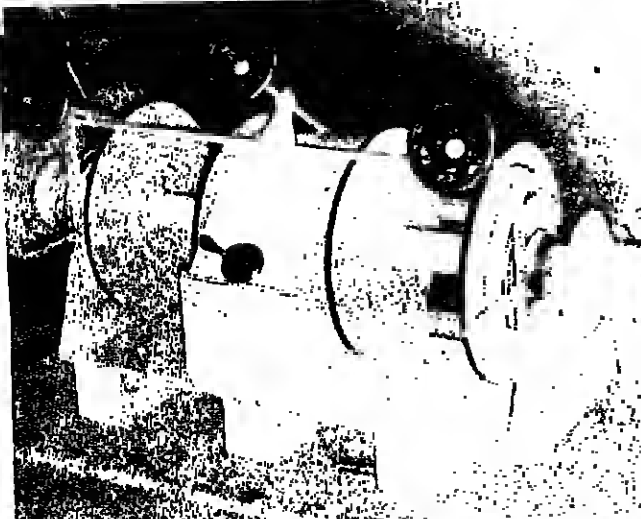
Her equipment includes PNP Duerr hauler, Morse steering gear, vhf radio telephone and Ferrogaph echo sounder.

Following the completion of *Research 'A'* the firm then built three more traditional transom sterned cobbles: *Opportunity*, *Betty 'A'* and

aluminium sheathed net hauler. Mike Spencer, the firm's director, explained that the hull moulding on net haulers is so expensive that they decided to try a prototype all-aluminium net hauler. The hauler is fitted with a 800lb. or 1,000lb. pull motor. A prototype has been fitted to a Nowquay, Cornwall, vessel and results so far are said to be very promising.

gives maximum protection. The main drive shaft is carried in heavy duty bronze bearings and a very useful feature is that, by removing the three bearing caps, the whole drive assembly can be taken out for servicing.

Prices are £2,200 with fixed delivery pump and £2,650 with the optional variable displacement pump. The firm is at present experimenting with an



Pro-production Spencer-Carter one-ton hydraulic winch as shown at the London Boat Show in January.

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AMBLE RECORD

A RECORD £4,500 landing was made at Lowestoft last week by *Providence*, owned by Skipper A. Armstrong.

After four days fishing, landed 370 boxes of value, including 300 of haddock. *Providence* works Stuart's net, and is owned by Mr. J. M. of St. Monance.

firm able to undertake the boatbuilding project employ 15 people.

Vessels can be built up to 45 ft. in length and, in addition, the firm can carry out major re-engining work.

The 60ft. anchor vessel *Joy*, which fishes through the Grimsby, is at present being fitted with new main and auxiliary engines, plus new tanks.

The main engine is a Gardner 150-hp-8,100 rpm, which fishes through the Grimsby, is at present being fitted with new main and auxiliary engines, plus new tanks.

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